

# TO-DAY'S RACE ON TRIANGULAR COURSE FAILS.

caught, he slowly worked into the windward berth and then took the lead.

It was not much of an advantage, but for the first time since they had crossed the line the challenger was ahead.

It was just 1:15 when beyond question of doubt it was seen that the boats had changed the positions that they had held since the start.

**Barr Struggles Hard.**

The fluky, shifting wind seemed always to favor the Shamrock. Try as he would the American skipper could not catch as favorable an air current, and at 1:15 the Shamrock had a good four lengths of open water between her stern and the Columbia's bow.

In the mean time the Shamrock had taken in her baby jibtop sail, and the boats were rapidly nearing the first mark.

The Columbia set her jibtop sail and a few moments later Shamrock followed suit. Both boats were now getting a good slant of wind and it seemed as if the Lipton boat was making the most of it, her sails drawing well and apparently momentarily widening the gap between herself and her rival.

The race had become a pretty struggle for the first mark despite the lightness of the wind.

**In a Prankish Wind.**

The light and fitful wind now began to play pranks with the racers and the Columbia, catching a little more than her share of it, cut down the Shamrock's lead and passed her to leeward.

After another five minutes of sailing it looked as if the Columbia had managed to catch a slight advantage, though the Shamrock still had the windward position.

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At this time Lipton's hope had established a lead, both continuing on the starboard tack. This lead she never lost to the first mark, but holding her advantage, rounded the kee-boat comfortably ahead of Columbia.

**Three Minutes Ahead.**

Nearly three minutes later the American boat turned the mark and both went on the port tack, heading, with the present direction of the wind, a close reach to the second mark. They had sailed but one-third of the course, and with only one hour and forty-five minutes remaining it looked impossible for them to finish within the five and a half hours allowed for a race.

Shortly after rounding the mark the Columbia changed her No. 2 jib for the baby jib. Shamrock, however, kept on with her larger sails, and while the Columbia was making the change the foreigner seemed to increase her lead.

**Called Off.**

The yachts had covered but a few more miles in the light wind when, at 3:40 the committee boat hoisted the signal declaring the race off, as it was an impossibility to finish the remaining distance within the time limit.

At that time the Shamrock was more than half a mile ahead and in the last half hour of sailing seemed to have increased her lead over the Columbia.

## HOW CAPT. BARR CROSSED FIRST.

(Special to The Evening World.)

**BANDY HOOK, Oct. 1.**—After thirty minutes of a marine chess game that 20,000 spectators on the excursion fleet watched with breathless interest, Skipper Barr outgeneraled, outmaneuvered and outkicked Skipper Sycamore.

The Yankee boat crossed the starting line first by twelve seconds and had won the coveted windward berth.

All the maneuvering was done in a light six-knot breeze, but it was just strong enough to give these two queens of the yachting world perfect control over their huge racing canvas.

They were both towed slowly to the finish line by skippers and managers, discussing plans for outwitting one another.

**Their Biggest Canvases.**

On the way out mainsails were hoisted and club topsails were mustered and stretched. Both skippers set their biggest canvases and the tips of the clubs seemed to pierce the sky.

Columbia was the first to cast off her hooter. Jib was set and the boat sailed off, and at 10:30 the old cup champion filled away on the starboard to the eastward.

Shamrock cast off ten minutes later, filled away on the port tack, and Sycamore went looking for Barr and Columbia. They gradually worked their way to the lightship and began to circle about the line.

Up and down they swooped, passing so closely that a newspaper could have been tossed from boat to boat. Both skippers were keeping to windward whenever possible. In this way they repeatedly worked over the line, only to return and begin the same tactics over again.

**Circling at the Line.**

When the preliminary gun was fired at 10:45 the racers were close together. Columbia was off the old "Rockers" stern, Shamrock's bowprit almost touching Shamrock's stern, and then 2:00.

The result was that the two yachts turned round and round in graceful circles, Shamrock's bowprit almost touching Columbia's stern, and then 2:00.

Barr swung Columbia about and headed for the lightship, again passing to windward of Shamrock. Sycamore a minute later did the same with his little Shamrock. Up and down the line the rival skippers set the big ninety-footers, circling around and turning in and out.

So cleverly were the giant racers handled that a Long Island skipper could have done no better with his little cutboat. Time was growing short and at about the middle of the line each tried to get to windward of the other.

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The maneuverings were so close that

every one of the crowded boats in the flotilla there about the line. A collision seemed imminent. Although neither skipper would give way an inch of his road, the rivals did not cross the line judge speed and distance that nothing touched.

At the warning gun, 10:45, Columbia lifted Shamrock's bow and it looked like a sure collision, but Barr just cleared his rival and got to windward. Shamrock held on to the leeward of the committee boat, and dilling away, crossed the line and made for the windward end of the line and did so.

They met and crossed near the old lightship. Barr came about at once, and just clearing Shamrock's stern by a hair's breadth, came up on the windward side.

**Out-Captained.**

The lightship stopped them and they came about, heading for the committee boat with Columbia to windward.

Within less than half a minute before the starting time they both came about and circled the stern of the committee boat. Barr was to the left, and Shamrock was ahead, and the master of the Yankee boat was able to watch his rival and checkmate him.

Sycamore tuffed alongside the committee boat and made for the line, cutting in close, hoping to push Columbia off.

But the Englishman had miscalculated time. He had too much way on and crossed the starting line before the time was up. Three minutes from the Navigator called him back, and, to the rage of all on the challenger she had to luff up and return.

Meanwhile the silent Scotch American and the Columbia had courses with water in hand. He was to windward, and he turned the nose of the staunch old cup defender toward the line just as the gun was fired, crossing it within ten seconds.

It took twelve seconds later before Sycamore was able to get Shamrock straightened out and over.

Barr had out-generalized Sycamore for

the second time in three meetings. They had sailed but one-third of the course, and with only one hour and forty-five minutes remaining it looked impossible for them to finish within the five and a half hours allowed for a race.

Shortly after rounding the mark the Columbia changed her No. 2 jib for the baby jib. Shamrock, however, kept on with her larger sails, and while the Columbia was making the change the foreigner seemed to increase her lead.

At this time Lipton's hope had established a lead, both continuing on the starboard tack. This lead she never lost to the first mark, but holding her advantage, rounded the kee-boat comfortably ahead of Columbia.

After another five minutes of sailing it looked as if the Columbia had managed to catch a slight advantage, though the Shamrock still had the windward position.

The breeze became more erratic, flitting first with one boat and then with the other, and while the first mark was growing nearer little by little it was then anybody's race to that point.

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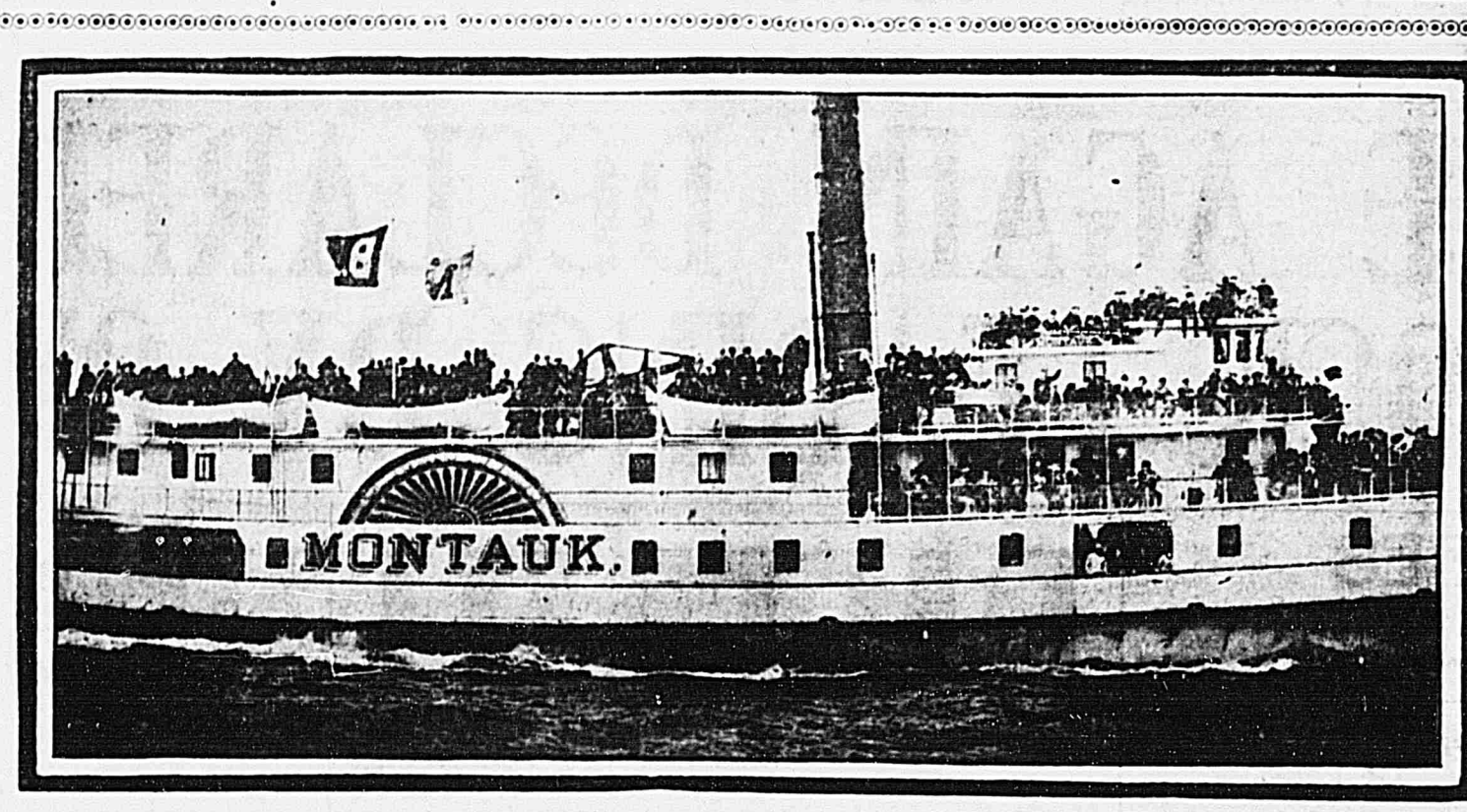
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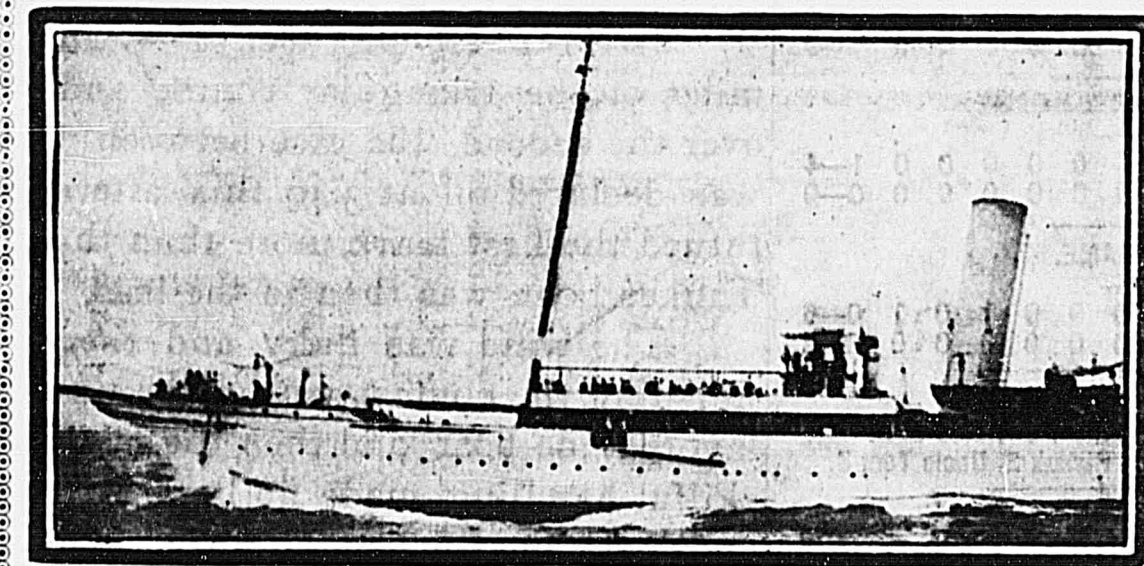
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ONE OF THE LOADED DOWN EXCURSION BOATS.



THE ERIN UNDER FULL SPEED.

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The big Cunard steamship Servia passed out at this time and put up her flag which translated from the international code, read: "Good luck." Then the Erin struck out the flag "W Z O," which the nautical men interpreted to mean "wind freshening."

The Shamrock's crew let loose a wild yell of delight at this, and further encouraged by Capt. Sycamore, began the journey to the line with buoyant hopes and a feeling of confidence. The Columbia tars, however, were not dismayed by the enthusiasm of the Shamrock's. There is no crew more honest in belief in Uncle Sam's pride than the men who sail her.

**Happy Deer Islanders.**

The fifty white-jacketed Deer Island sailors were singing their "Ship Ahoy's" with never an apparent thought that they might be going to their first international yacht race defeat. They were genuinely a happy lot, confident of their skippers and sure of their boat.

The Columbia and her rival passed out at the bar at 9:30. There was no sign of canvas spreading on the American boat, but Shamrock had at full hoist her new big mainsail. It was of the same yellow shade as the mainsail used in the last race. It was a magnificent spread of racing cloth, fitting as perfectly as a tailor-made gown on a model.

**Sir Thomas's Guests.**

The Erin weighed anchor at 9:30, passing down the line with Sir Thomas and his 39 invited guests aboard. Immediately after came the old cup winner, America, flying a spread of canvas. She clung close to the Erin out to the start. The excursion fleet began arriving at the line soon after 10 o'clock. First came the fast yachts, then the

south-southwest on a broad reach for the second mark. Sheets were slightly eased and they caught the wind a little forward of the port beam.

At 2:15 the Columbia took in her big jib topsail, and three minutes later Columbia set another jib topsail, which appeared smaller than the first one set. It apparently took the wind better.

**Wind Falls Again.**

The wind died down to a five mile gentle blow at 2:55. Streaks could be seen on the sea far out over the entire course. A flush race then seemed impossible.

Shamrock's new sails did heroic work on the reach. They held every bit of the wind. Columbia was doing finely, too. The yachts were making about five miles an hour.

**Slow Travelling.**

The wind was barely holding six miles an hour after 12. The yachts had then travelled only six miles and the chances for a finish race were not bright.

Columbia was nearly a mile to windward and was leading by three-quarters of a mile. The yachts were beating east, southeast, with booms to starboard.

Columbia came about on the starboard tack at 12:41, instantly followed by the Shamrock. Columbia was increasing her lead.

Columbia came about on port at 1:15 o'clock, and making a short hitch, returned to starboard, dilling away to a slightly freshening breeze.

**Wind Rises to Eight Miles.**

The wind hauled a little to the southward between 1:20 and 1:30. Shamrock being more to the southward caught the freshening breeze first and it helped her to cut down a little of the white boat's lead. The wind at 1:30 had increased to eight miles.

The Columbia took in her baby jibtop sail at 1:15, and a minute later Shamrock took in hers. Both yachts then broke out large jibtopsails.

**Good for Shamrock.**

The wind, hauling to the southeast at 2:10, favored the Shamrock and improved her position for turning the first mark.

Columbia then came about on the port tack and after a short hitch went back to the starboard. Shamrock, which had a fine slant of wind, kept on creeping up with the favoring southeast slant and headed the American, having wrested the lead from her.

Shamrock worked up on the weather of Columbia and with a piping breeze striking her sails first went through the water with the best burst of speed of the day.

Columbia had been holding her lead faithfully, but the wind played a trick on her which was beyond even the forecast of a clever seaman like Skipper Barr.

**New Sails Drawing Well.**

The wind was blowing at eight knots in the Highlands. Shamrock's new sails appeared to be drawing better than Columbia's. At 2:30, in the starboard tack, the yachts appeared to be standing for the first mark, with Shamrock to windward and leading.

**Shamrock Around First.**

Shamrock turned the outer mark first at 2:40 and broke out her big reaching jib club topsail.

Columbia rounded at 2:40. Columbia immediately broke out a large reaching club topsail. With booms to starboard the yachts stood

Waiting the "Hoi! Sail."

It was 8:45 when the big tug Wallace B. Flint steamed up to the Columbia to throw a hawser, quickly made fast, and at 8:55 the American started for the race grounds. The Shamrock came in her wake five minutes later. In tow of the big Walter A. Lawrence, both crews were massed aft, leisurely awaiting the "hoist sail." As the yachts rounded the Hook the committee boat came rushing down the bay. She hurried out to the mark, followed by the Edward Lucken-

bach, which performs the duty of marking off the course.

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big excursion boats, followed by a fleet of tugs. The revenue cutters were out early, but had little to do, the skippers and different commanders displaying a willingness to keep clear of the start.

The heavy overhanging clouds came hurrying across the heavens at 2:45. They banked up thick and black, shutting out the sun. The wind had hauled around to the east and was holding strong at twelve miles.

**The Wind Falls.**

The wind began to lose some of its strength at 10 o'clock, and in five minutes had dropped off three miles. The sea became calmer, the white caps disappeared, but there was a slight swell coming from the east, which meant discomfort for the "handlubber" excursionists.

Both racers were off the Sandy Hook Lightship at 10:10. Columbia was brought up into the eye of the wind, while the crew hoisted away on the big mainsail. Shamrock proceeded, passing the defender, and arrived first at the mark.

Shamrock sent up her biggest club topsail at 10:10, another fine zetting piece of her suit. Columbia's club topsail was set soon after the challenger's appeared. It was not quite as large as the Irishman's, but its fit was perfect.

The wind continued to haul around and at 10:15 was varying east by a little south. It had dropped to eight miles an hour. The Navigator stood outside of the Lightship at 10:20. A few minutes later she displayed the letter "D," which was the signal that the boats would sail over an equilateral triangle.

**CONNELL WAS TOO TRUSTING.**

**ICE TRUST LOSES PLEA.**

**NINTH INFANTRY CAPTAIN BELIEVED IN FILIPINOS.**

**MOTION AGAINST ATTORNEY-GENERAL DENIED.**

**Gen. Chaffee's Report to War Department on Slaughter of Company C Men.**

**Suit for Revocation of Charter Under Anti-Trust Law May Now Proceed.**

**WASHINGTON, Oct. 1.**—The following cablegram was received at the War Department this afternoon from Gen. Chaffee:

"Manila, Oct. 1.—12:13 P. M.—Adjutant-General, Washington:

"With reference to your telegram of the 29th ult., will cable names of missing enlisted men as soon as ascertained. The company was rushed about 6 o'clock in the morning by a large body of holomen, about four hundred.

"Gen. Hughes thinks the surprise was due to the confidence of the commanding officer in assertions of friendship from the natives. Result of the investigation will be cable as soon as obtained.

**DR. RIXEY LEAVES CANTON.**

This message is in response to one sent to Gen. Chaffee by Gen. Corbin on Sunday. Immediately upon receipt of the news of the disaster to Company C of the Ninth Infantry.

**DR. WHITEMORE RELEASED.**

New York Police Caused His Arrest in Boston for Swindling.

Dr. George H. Whittemore, known in Boston as a fashionable Tremont street dentist, and in the New York "Tenderloin" as "High-Card Dick," was released by Judge Dewey in the Boston Municipal Court, where he was arraigned after his arrest last night at the request of the New York police.

He said that Dr. Whittemore had wanted here for swindling operations aggregating many thousands of dollars. Details of his operations will be found on page 12 of this paper.

Judge Dewey censured the Boston police for arresting the man on the strength of a mere telegram, and said he could not be held for extradition until a warrant had been secured.

The police of Boston say they will keep Whittemore under surveillance.

**UNKNOWN MAN DEAD.**

Rented a Room Saturday and Died on Sunday.

An unidentified man, about fifty years old, was found dead in his room on the top floor of No. 219 East One Hundred and Twenty-fifth street this morning. He had been dead probably since Sunday night.

The man was found by a neighbor, who called the police. The body was found in a room on the top floor of No. 219 East One Hundred and Twenty-fifth street this morning. He had been dead probably since Sunday night.

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